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COUNTRY... Poland

REPORT NO. [REDACTED]

TOPIC... Warsaw-Okecie Airfield

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EVALUATION... [REDACTED] 25X1

PLACE OBTAINED [REDACTED]

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DATE OF CONTENT... April 1948 to June 1948

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DATE OBTAINED [REDACTED]

DATE PREPARED

28 August 1950

REFERENCES

PAGES... 2 ENCLOSURES (NO. & TYPE) 1 - sketch on ditto

REMARKS

25X1

1. The Warsaw-Okecie (R 53/P 98) airfield was a military and commercial installation. All war damages at the field were repaired by May 1948. New buildings were observed only in the area of the field reserved for civil aviation.
2. The field had an E-W and a N-S runway, each about 1,800x60 meters. The concrete taxiway was 40 meters wide.
3. Airfield installations included a hangar, a hangar for the repair of commercial aircraft, a military motor vehicle repair shop, a military aircraft engine repair shop, four wooden sheds for the storage of aircraft and motor vehicle spare parts, a DF station with four masts, an auxiliary DF station, about 10x10 meters with a mast 9 meters high and a building used for commercial aviation purposes. *
4. The military airfield personnel were quartered in Fort Okecie where a four-story barracks, about 50x20 meters, and four wooden buildings were available.
5. The airfield was occupied by:
 - a. Ten to 15 single-engine fighters with 12-cylinder in-line engines and three-bladed propellers. The fighters were of the same type as previously observed at Gdynia-Dabiedoly (Q 55/Y 45) airfield. A Polish pilot said that they were Yak-9s.
 - b. About 12 twin-engine transports fitted with two 9-cylinder in-line engines, three-bladed metal propellers, single rudder assembly, landing gear retracting rearward, small tail wheel. The plane was usually called a Douglas. Both types were marked with a red-white checker, the insignia of the Polish Air Force.
 - c. About 16 to 20 Douglas type commercial planes.

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25X1

This document is hereby regraded to **CONFIDENTIAL** in accordance with the letter of 18 October 1978 from the Director of Central Intelligence to the [REDACTED] of the [REDACTED] States, CIA-RDP82-00457R005900320006-0

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25X1

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25X1

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25X1

- d. Twelve twin-engine aircraft fitted with air-cooled 12-cylinder in-line engines, double rudder assembly, full-view turret, landing gear retracting rearward with the wheels probably rotating by 90° and narrow wings. The planes were said to have a crew of two and carry five or six passengers. The plane was a Siebel 204 design according to an inscription on it. According to a Polish aviation magazine Lotnik Polski, an improved version of the Siebel 204 is being built in Czechoslovakia. All commercial planes were marked with a blue disk on silver background with a flying crane in it. Type-designation letters were painted under the wings, i.e. SP-LAN or SP-IAG.
6. The take-off of fighters was only seen in connection with flights of the military transports which seemed to be reserved for high-ranking officials. The commercial aircraft took off and landed day and night.
7. The ground radio stations were manned by Polish Air Force soldiers. The Polish Air Force pilots wore blue uniforms similar to those of the German Air Force. **

25X1

- *  Comment. For layout of airfield see Annex.
- **  Comment. Although the report is old, it is forwarded because it contains some information on this airfield and its installations.

1 Annex: Layout Sketch of Warsaw-Okecie Airfield.

25X1

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